

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA4050NM

This certificate, issued to Mayo Aviation, Inc.

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product — Type Certificate Number: 3A20

Make: Beech

Model: 65-90, A-90, B-90, C-90, C-90A, E-90

Description of Type Design Change:

Installation of medical interior in accordance with Report DL-90M, Revision E, dated May 10, 1989, or later FAA approved revision. Optional installation of an Isolette rack on left side of cabin per Master Drawing List Report DL-90-MI, FAA approved June 1, 1993 or later FAA approved revision.

Limitations and Conditions:

1. FAA approved Aircraft Flight Manual Supplement dated May 18, 1989, or later FAA approved revision is required.
2. If the optional isolette rack is installed, FAA Approved Flight Manual Supplement dated June 1, 1993 or later FAA approved revision for the isolette is required.

(See Continuation Sheet, Page 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: January 5, 1988

Date issued:

Date of issuance: May 18, 1989

Date amended: June 1, 1993



By direction of the Administrator

Richard E. Jennings
RICHARD E. JENNINGS, *(Signature)* Manager
Denver Aircraft Certification Field Office
Northwest Mountain Region, Aurora, Colorado
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

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3. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

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